encouragement for the deployment of small aircraft to serve rural area;

(c) whether it is a fact that government has withdrawn incentives for small aircraft; and

(d) if so, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) The landing charges are levied on the basis of All-up-weight of the aircraft. The 50-seater aircraft comes in the slab of 20,000 Kgs and above and the rates applicable for this category are Rs. 1280/- plus Rs. 162/- per 1,000 Kg in excess of 20,000 Kgs.

(b) Operators are free to decide on the type of aircraft to be deployed keeping in view the Sector of the operations and the operational facilities available.

(c) No, Sir.

(d) Since landing charges are based on the weight of the aircraft, small aircraft already have an advantage of paying lower landing charges.

Domestic aviation policy

295. SHRI JANARDHANA POOJARY:

SHRI RAJ NATH SINGH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have formulated domestic aviation policy, if so; the details thereof; and

(b) if so, the reasons for the delay and the time by when it will be formulated?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM): (a) Yes, Sir. The salient features of the recently approved policy on domestic air transport services are given in the statement (*see* below).

(b) The modalities for implementating the policy are being notified shortly.

Statement

The main features of the recently approved policy framework for domestic air transport services are as follow:—

1. Barriers to entry and exit from this sector should be removed. There should only be a pre-entry scrutiny of applications to verify the financial soundness, maintenance, security and safety aspects of operations and human resources development proposed to be undertaken by the applicant.

2. Choice of the aircraft type and size should be left to the operator.

3. To eliminate non-serious entrepreneurs and to achieve economies of scale, the minimum fleet size for a scheduled operator should be raised from the existing three (3) to five (5) aircraft and the minimum amount of the shareholders funds should be enhanced from existing Rs. 5.00 crores to Rs. 10 crores for aircraft of all-up-weight below 40,000 kgs and from Rs. 10 crores to Rs. 30 crores for aircraft of all up weight exceeding 40,000 kgs.

4. Induction of total capacity in the air transport sector should be predetermined on the basis of trend growth of traffic and projections made for at least a period of five years on annual basis. This information should be widely publicised to enable the entrepreneur to take investment decisions.

5. In the distribution of this predetermined capacity for induction, while preference will be given to Indian Airlines according to its fleet augmentation plan subject to its ability to do so, to meet a share of additional capacity that would emerge each year, there would not be any pre-determined restriction on the induction of capacity by private operators.

6. The present policy of route dispersal guidelines be retained and strictly enforced. According to these guidelines, all scheduled operators are required to deploy in the North-East, Jammu & Kashmir, Andaman Nicobar Islands and Lakshadweep 10% of their capacity deployed on the specified trunk routes.